(ii) The construction of a new canal from Muttam to Pozhichal.

(iii) The construction of a bridge over the Chenganda canal west of the Cherumanattu temple and east of the Sri Narayanapurattu temple.

(iv) Government control of the drainage in Puttan *chira*, east of Amayadattu temple, Kavil *chira* and Pattattalil *chira*. The improvement of these *chiras* could not now be undertaken by the local people as they were too poor, and the lands were deteriorating and going down in value.

(v) A ferry service should be established between Vayalar and Pallipuram near Kelamangalam.

(vi) The construction of a drain in Puchakkal canal and the provision of sluices to regulate the supply of water.

A Stationary Magistrate's court should be established at Arukutti. Everybody was clamouring for more courts, but his request was as reasonable as that of any one else. If more courts are to be opened, one should be at Arukutti.

DEWAN'S REPLY: Mr. Madhavan Karta, I am very glad to find that you only want to go in shares with other people in Magistrates' courts. In this particular instance, however, I may say that a Magistrate's court for Arukutti is not necessary. And then, to come to the question of roads, the Chief Engineer finds that Rs. 4,000 and Rs. 3,000 allotted for the roads from Shertallai to Arur and Shertallai to Arukutti were not sufficient for maintaining them. He has my permission to come up for more money.

2. With respect to the canal from Karalantodu to Penadimuttu, the Chief Engineer explains there is no part of this cannal that is not navigable at present. About 1½ miles has got to be improved at a cost of Rs. 1,500. I am giving him permission to budget for it next year.

3. Then we come to the Chenganda bridge. The Chief Engineer says he is going to take up the question of putting up a foot bridge there.

4. The question of having control of the drainage in Putten *chira*, Kavil *chira* and Pattattalil *chira* will be investigated, as also the question of ferry between Vayalar and Pallipuram ; and the construction of a drain in Puchakal canal will also receive attention.

142. Needs of the Vaikam taluk.

MR. A. NARAYANA PILLAI (*Member, Vaikam taluk*) said that the Vaikam-Vechur road was the only road in the Vechur and Talayazham *pakuthies* which served the needs of the people. The annual allotment for this road was only Rs. 12 per mile. An estimate had been called for, for the improvement of a section of the road. The whole road required improvement and should be taken up immediately. For a distance of about half a furlong from Valianapuzha *muttu* where this road started, there was no pathway at all. The construction of this portion of the road should also be sanctioned. The bridge on the Attara *todu* was in a dangerous condition. The foot-bridge proposed to be constructed would be a waste. A good bridge fit for cart traffic was what was needed. The road was now more or less blind. The usefulness of the road would be enhanced by extending it to Kumarakam. In that case, the distance between Vaikam and Kottayam would only be fifteen miles.

The Anchumuna *todu* and the Vallayil *todu* in the Vechur *pakuthi* should be widened and deepened. The Vempallil *todu*, though it emptied itself into the Minachil river at ordinary times, was the source of heavy loss to the cultivation in Kozha, Kuravalangad, Vempalli, Kudallur and other places as the water in the Minachil river rushed into the paddy lands during floods. The remedy suggested was that the canal should be connected with the Kalambukattu *todu* by cutting across the slope of the Pattatanam hill to a distance of about half a mile. The benefit accruing from this work would largely compensate the expenditure involved.

The people of Kattampakku in Katutturutti *pakuthi* were suffering great hardship for want of a road. Their journey to Vaikam, where they had to go very often for business or to attend court, took three days. The distance was only

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fourteen miles. There was also no means of transporting the raw produce of the locality to Talayolaparambu which was the nearest market. The village road from the 110th mile of the Main Central Road to Njizhur temple should be improved. It should also be extended to meet the Talayolaparambu-Kuttattukulam road at the 3rd mile. There was a canal between Kattampakku and Njizhur. This was silted up and was now useful for nothing. It could be deepened and rendered useful as a water-way. But the road was more important.

The Muttedattukavu temple was three miles away from Vaikam. The places about the temple were populous. The two and a half miles of road to that place was considered till now to be a Government road, but it was now understood that a portion was not Sirkar property. It should therefore be acquired and the hindrance removed. The road should also be improved. The Payarukattu *todu* lay across this road. It should be widened and deepened and rendered useful for agriculture.

The road from the 3rd mile, 2nd furlong, of the Vaikam-Udayamperur road running in front of the Maravanturuttu Pakuthi Cutcherry was liable to be flooded during the rains. The level of the road should be raised. The Valampalli *todu* which met this road should be widened and deepened as it was very useful for purposes of irrigation.

The Mekkara Puttan *todu* in Kulasekharamangalam had an opening into the lake and would therefore be useful also for purposes of navigation, if improved. In its present condition, it was a source of havoc to the paddy fields. This evil could be remedied by joining it with the river on the eastern side of the Vaikam-Udayanapuram road.

DEWAN'S REPLY: Mr. Narayana Pillai, for the Vaikam-Vechur road, there is a provision of Rs. 1,500 in the current year's budget and the Chief Engineer has an estimate under preparation for the first section. As soon as that is ready and sanctioned, we will get the work done. You refer to the extension of the road to Kumarakam. That matter is under enquiry by local officers. All your other representations regarding roads will receive attention.

2. Then, coming to canals, your first point relates to the widening and deepening of Anchumuna *todu* and Vallayil *todu*. There is a provision of Rs. 1,500 for each of these in the current year's budget. What you ask for is being done.

3. In regard to your next point, *viz.*, joining the Vempallil *todu* with the Kalambukattu *todu*, experts do not agree with you that it is a useful work. To begin with, it is only a scheme to divert flood water from the Minachil river. That will involve in some places cutting down to a depth of 150 ft. which means a good lot of money. Any advantage derived from it will not be in keeping with the money expended. I am afraid I will have to leave it out of the programme of practical politics.

4. Then you talk of deepening the canal between Kattampakku and Njizhur. It is a natural drainage canal. The question of deepening it will have to be looked into to see if it is worth while.

143. Needs of the Vaikam town.

MR. VARKEY AIPORA (*Member, Municipal Council, Vaikam*) said that there were three gravelled roads, seven roads without any coating of gravel and seven lanes branching from the roads. These were within the municipal limits and were in a bad condition. The townsmen did not want new roads. What they wanted was only the improvement of the gravelled roads and the proper gravelling of the other roads and lanes which were covered with sand causing great inconvenience to passengers. These works should be attended to as early as possible.

The roads were water-logged during the rains for want of proper drainage. Masonry drains should be provided on either side of the Udayamperur road for a distance of half a furlong at its southern extremity and the whole of the Padijarenada road which was not more than two furlongs in length. Drainage channels should be cut on the sides of the other roads.

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